

## DESIGNATED STOPS – POWDER PUFF DERBY '71



## MONTANA AERONAUTICS COMMISSION

Volume 22 — No. 4

June, 1971

### POWDER PUFF DERBY 1971

The Ladies 99 members in Billings and Great Falls have been busy completing the plans for the two Montana stops of the Powder Puff Derby (AWTAR). The take-off date is July 5 from Calgary, Alberta, Canada and the dead line to finish at Ryan Airport, Baton Rouge, Louisiana, is July 8 at 6:00 p.m. CDT. The all-woman transcontinental air race known as the Powder Puff Derby, is the longest air race for women. All makes and models of aircraft are handicapped for their par speed. The complete race route is flown two times prior to the actual race. The handicap speed race will cover 2,442.44 statute miles and the pilots must follow the FAA regulations to the letter and all local traffic rules. The strict flying discipline of the race attributes to the safety as well as the winning.

There is a total of \$22,500 in prize money with \$10,000 going to the first place winner. A number of trophies will be awarded in addition to the money prizes.

### AERONAUTICAL CHARTS

The Montana Aeronautical Charts have arrived and are being mailed to all currently registered Montana pilots.

Charts are also available at a number of General Aviation Flight Operations throughout Montana.

### PALMQUIST ELECTED MPA PRESIDENT

John A. "Jack" Palmquist was elected President of the Montana Pilots Association at their May Convention held in Missoula. Following are the other officers elected for the coming year: Western Vice President, Jack R. Hughes, Missoula; Eastern Vice President, Frank Bass, Lewistown; Treasurer, Morris Rudio, Billings; Recording Secretary, Betty Shanor, Eureka; Corresponding Secretary, Colleen Gregoire, Great Falls. Directors for the coming year are: Jerry Coldwell, Jordan; Robert Wheatcroft, Sand Springs; Past President, J. Austin Miller, Kalispell; and the Presidents of all local hangars.

Barbara Beardsley, Glasgow High School Senior, was named the Junior Pilot of the Year by the Association. Miss Beardsley was selected on the basis of her FAA examination—she scored 98 out of a possible 100. She soloed on February 5th and has logged over 35 hours since that date.

The group selected Great Falls for the 1971 convention.

We extend our wishes to President Palmquist and his officers for an active and rewarding year.

### ARE YOU REGISTERED?

The deadline date for 1971 Pilot and Aircraft Registration is past.

**REGISTER TODAY!**

### WORTHIE M. RAUSCHER, DEPUTY DIRECTOR

Worthie M. Rauscher was appointed Deputy Director following the resignation of James H. Munger. Worthie's background, ability and knowledge of the projects and programs of the Aeronautics Commission well prepared him to assume the varied duties of the position.

Worthie joined the Commission Airports Division as the Airport Engineer in September, 1964, and was promoted to the position of Assistant Director, Airports, in September, 1970.

Prior to joining the staff of the Commission, Worthie was employed as Engineer and Chief Pilot by Wenzel & Company, Consulting Engineers, Great Falls. In addition to administration and engineering abilities, Worthie holds a commercial pilots license, single and multi-engine and helicopter, with an instrument rating.

Worthie is a native Montanan and received his degree in Mechanical Engineering from Montana State College. He served in the U. S. Air Force over five years. Following his discharge from active service, Worthie joined the Montana National Guard and presently serves with the Troop N AIR as an aviator.

The Rauschers and three children reside on York Route.



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of the

**MONTANA AERONAUTICS  
COMMISSION**

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Helena, Montana 59601

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**William E. Hunt, Director**

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## In Memoriam

**JOHN B. BURNS**

**1914 - 1971**

We extend our deepest sympathy to the family of John Burns. John owned and operated the Burns Flying Service in Sidney, Montana and served as the local airport manager for over 20 years.

John Burns was admired and respected by his associates. He will be sincerely missed by his many, many friends throughout Montana and by the aviation industry.

### **JET FUEL AVAILABLE AT CUT BANK**

The new JP-4 jet fuel installation at the Cut Bank Airport has been completed.

The jet fuel is available on a 24-hour basis from Wilson Aviation.

Note: Customs service at the Cut Bank Airport is also available on a 24-hour basis.

## Director's Column



Since the last newsletter Commissioner B. P. Little of Glasgow, representing the Montana Chamber of Commerce, has announced his plan to resign from the Commission. The Glasgow physician and surgeon was appointed by Governor Anderson to the Commission in June, 1969. Dr. Little holds the office of Secretary of the Commission.

Two more terms will be completed this month with the expiration of the term of Clarence Anthony, member representing Aviation Education, and Jack Hughes, present Commission Chairman, representing Fixed Base Operators. Clarence has served on the Commission for twelve years and Jack was appointed in July, 1963, and was reappointed in 1967. Both have served in the three office positions of the Commission, Secretary, Vice Chairman and Chairman. As of the time of the printing of this newsletter no announcement has been made as to any appointments.

At the May meeting of the Commission, a motion was adopted to intervene as an interested party in the proposed American-Western Air Line merger. The Montana Aeronautics Commission position is one that neither supports nor opposes the merger but rather places the Commission in a position to act in whatever way appears to be in the best interest of Montana and the aviation industry in the state. As the hearing develops and the evidence unfolds the Commission will be in a far better position to take whatever action is necessary. All of the airlines now operating in Montana and many who are not have entered the case as parties or intervenors. There is considerable opposition as well as support for the merger. It is the position of the present State Administration and Governor Anderson as well as the Montana Aeronautics Commission, that there be no lessening of service. It may well be that these

hearings will provide an opportunity to obtain additional and better service than we are presently experiencing in Montana. We expect to present a statement of position to the Civil Aeronautics Board during the hearings in Washington, D. C. and to cross examine witnesses, especially American Air Lines witnesses, as to how they intend to maintain or increase service in the event the merger is approved.

The picture for general aviation will hopefully improve as soon as federal funds are available for more navigational aids and for airport construction. Communities desiring to improve their airport facilities to enable general aviation to provide the service it is capable of providing, will have available matching funds when our Airport/Airways Plan is completed. Right now we are waiting for an appropriation from the Legislature of matching funds to pay the cost of completing the Plan. Without the Plan and its approval by the FAA, no funds will be forthcoming for airport development. The new law does provide that there will be money for general aviation that cannot be diverted to any other use and will be on a 50/50 matching basis with local communities. Air carriers and navigational aids have funds set aside for their use exclusively that must also be matched on a 50/50 basis.

One of the most interesting changes that have occurred in the past year is the effect of the present National Administration Decentralization Plan. At the present time the U. S. Civil Service Commission is operating a training institute on "Federalism and Decentralization of the Executive Branch of Federal Government". There have been some significant changes for aviation in this approach and as Mr. William G. Wendell, Regional Director of the United States Civil Service Commission of Seattle said in a recent letter, and we quote:

"We are drawing this particular program to the attention of state and local governments in our region because of the critical significance decentralization within the federal structure has for all levels of government. Policies and programs associated with the Administration's 'New Federalism' have already brought changes



in the organization and operation of many Federal agencies and in the working relationships between federal, state, and local governments. More and greater changes lie ahead."

The changes referred to by Mr. Wendell have not been necessarily dramatic but they have come about and changed the approach of many state agencies to the task with which they are involved. The Montana Aeronautics Commission finds itself more and more the advisor and consultant to the other state agencies and to the administration as well as to local communities. The Commission has always been involved with airports wherever they are built when requested to do so, but now because of the need for integration of all plans, we participate much more in all levels of government. There is no doubt but the long range benefits to aviation will be greater because of this participation in all levels of government and consultation on the state level with other agencies, but it has taken time away from some of the traditional jobs performed by the Commission. We think that the present requirement that the federal, state, county and local governments wishing to participate in federal funds, coordinate with the Aeronautics Commission to see what effect their planning has on aviation is a good and sound approach. As an example we are hopeful that with this intergovernmental cooperation will come zoning laws and other laws that will allow the planning of an airport that will not be subjected to all sorts of later restrictions by encroachments of non-aviation activities.

Our place in the Department of Intergovernmental Relations in the Executive Branch of the Government will put us in a prime position to bring authoritative influence upon the planning of other state agencies that can do nothing but improve the status of all aviation in the State of Montana. There is no set date as to when the Department of Intergovernmental Relations will be finally organized and actually operating but at the present time we are working much closer with all state agencies to make certain that the aviation interests are considered as they make their plans relating to their specific interests.

Another item of interest to the aviation industry was the proposal at

the end of the last Legislature, that General Fund money be appropriated to the Aeronautics Commission to help defray the cost of transportation furnished by the Commission. At the present time all state agencies that use the Commission facilities do so on a reimbursable basis and this includes the Governor's staff. However, transportation is furnished for the Governor and the appropriation from the General Fund would cover this cost as well as the cost of furnishing transportation to agencies without travel funds. If the present Legislature appropriates this money, then it will be the first time that the Montana Aeronautics Commission has received direct appropriation for unreimbursable transportation furnished to the state.

In view of all the changes that are occurring within the Aeronautics Commission's traditional functions, it is especially appropriate that we received the following letter from Harold G. "Air Express" Jones (reprinted here in part):

"As one of the real 'old Timers' in Aviation along with Frank Wiley, Hugh Kelleher and the hundreds of others in the great State of Montana, from 1940 to 1946 I traveled the State of Montana for the Railway Express Agency and am known to my many friends as "Air Express" Jones.

"During these wonderful years I met I think everyone who was interested in Aviation in the State and had a part in helping Miles City, Bozeman and Kalispell get their airports going and I attended the Organization Meeting of the M.A.C. in Helena.

"So that you may know or remember me I wish to say 'Thank You' for keeping me on the mailing list for the Monthly Bulletin as Mr. Lynch did, as I can keep up with Aviation in Montana.

"I just received the April/May Bulletin and read your item about Chet Moulton . . . He was one of my best friends in Aviation and we worked together on many projects, Aviation Week Programs, Education programs, etc. I am enclosing a separate letter which I would appreciate it if you would give or get it to him at the Idaho Pilots Meeting you mentioned, if it is not too late. (Editor's Note: This letter was personally delivered to Chet Moulton

by Jack Wilson and Jack Hughes, who along with Jeff Morrison, attended the banquet and fly in at Chet Moulton's retirement on June 5th and 6th.)

"I enjoy reading the Bulletin about all the new airports you are helping get started. I was especially interested in the new one at Three Forks and I imagine John Buttleman is still the Chairman of the Commissioners in Gallatin County. He is also a wonderful person and has been a long time friend of Aviation. When we started an Aviation Week in Bozeman to help get their new airport we held meetings in Three Forks, Belgrade, West Yellowstone, usually in the Moving Picture theater urging the people to back the Airport Bond Issue which they did and I was very happy to be there later on when the new Airport was dedicated. One of my best friends in Bozeman was Dean Chaffin who was the general Chairman of the Aviation Week and the main speaker at the banquet at the Baxter Hotel was Jim Flaherty of Great Falls. It was like a wonderful dream coming true.

"It was about the same at Miles City and I will never forget these wonderful people who helped us get their Bond Issue passed so they could buy the land they needed to enlarge their airport. Roy Milligan of the Milligan Hotel and many others helped and it was another wonderful dream that came true. I have a separate file on the Aviation Week Programs along with their publicity from Miles City, Bozeman and Kalispell which I enjoy reading over.

"I was one of the originators and a President twice of the International Northwest Aviation Council, and Bitty Herrin was on our Committee many times along with Frank Wiley and later on Hugh Kelleher. I had to retire in 1961 at which time I was Airport Manager at Klamath Falls, Oregon, because of a major operation so I have had to give up attending the INAC meetings and have to depend on your bulletins to help me remember and keep up. I made many talks at Service Clubs in cities such as Harlowton, Lewistown, Polson, Fort Peck, and of course many times at Billings, Great Falls, Missoula and Butte.

"Again, 'Thank You' for sending me the bulletin and for delivering the enclosed note to Chet Moulton."

s/Harold G. (Air Express) Jones



## WILLIAM CHAMBERS RECEIVES '70 MECHANIC'S AWARD

In ceremonies held May 7 in the Helena Vocational Technical School at the Helena airport, William R. Chambers received the Federal Aviation Administration's Aviation Mechanic Safety Award for 1970. Presentation of the award was made by William E. Hunt, Director of the Montana Aeronautics Commission. Special recognition was made to Chambers by the Montana Pilots Association.

Attending the presentation were: A. G. Erickson, Superintendent of Helena Schools; William A. Korizek, Director of the Helena Vo-Tech Education Department; Lee C. Mills, Chief of the FAA General Aviation District Office, Helena; Richard Brodowy, Inspector for the Helena office and in charge of the District Aviation Mechanics Award program; Jerry Burrows, Aeronautics Commission staff member.

William R. Chambers, Power-plant Instructor at the Vocational Technical Center in Helena, was nominated for the honor by Vo-Tech Director, William A. Korizek. Korizek stated that "Mr. Chambers has developed an outstanding course in aircraft-power-plant service, maintenance and overhaul. His curriculum instills fine workmanship and careful adherence to details and ethics in his trainees. His students show high achievement. I am sure the greatest safety device in the entire aircraft industry is the quality mechanic with a clear concept of his trade, and the ability and willingness to perform well in it. Mr. Chambers provides and dedicates himself to this kind of training for the young men he offers the aircraft industry."

The selection committee for the state award was comprised of general aviation operators from various Montana cities and FAA personnel.

Bill Chambers is a qualified instructor under Montana law and is presently doing work toward a Masters Degree. In addition to holding an A&P Certificate and DME Examiner; Bill holds a commercial pilots license with instrument rating, rotorcraft; flight instructor airplane, flight instructor rotorcraft and multi-engine land.

The Aviation Mechanic Safety Award Program was established in



Bill receiving his plaque from MAC Director, William Hunt. Dick Brodowy, GADO 9 Inspector in charge of the program, looks on.

1963 through a joint effort of the FAA, the Flight Safety Foundation and the aviation industry to give recognition to aviation mechanics making outstanding contributions to air safety by maintenance practices.

## COME TO JORDAN— 4th OF JULY

By Vivienne D. Schrank

The Garfield Sky rider Hangar of Jordan is planning a flight breakfast on the morning of the 4th of July with something new added this year—exciting door prizes. Let me tell you about it:

First prize will be a FREE FLIGHT in a 4-place plane with a licensed commercial pilot over Yellowtail Dam. The winner may invite two guests to fill the two empty seats in the plane.

Second prize winner may invite two friends and this FREE FLIGHT will be over Ft. Peck Dam.

Times may be arranged between the winners and the pilots.

There will be three third prizes with each winner to receive ONE HOUR OF DUAL FLIGHT INSTRUCTION from a licensed flight instructor at a time agreeable to the winners and the flight instructors.

Time of the Flight Breakfast will be from 0700 until 1100.

There will be a Unicom on the Jordan Airport for advisory to pilots.

The frequency will be 122.8 for transmitting and receiving. A telephone is available for pilots on the Jordan Airport to close their flight plans after arrival.

If you have time to spare—come by air and remain over to enjoy the afternoon rodeo, twilight fireworks followed by an evening of dancing, sponsored by the VFW. By all means come to the Garfield Sky rider Hangar's Flight Breakfast and say "Hello!"

SEE YOU IN JORDAN—THE 4th OF JULY!

## FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	June	July	August
Culbertson	2	7	4
Glasgow		22	
Glendive		8	5
Great Falls	3		11
Havre		14	
Kalspell		16	25
Lewistown	17	21	
Miles City	17	22	19
Missoula			5
Sidney			

NOTE: Provisions have been made to give private, commercial and flight examinations ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month ON AN APPOINTMENT BASIS ONLY!

Space experts estimate that 70 per cent of all objects sent into orbit around the earth continue in orbit for at least five years before decaying.





## CALENDAR

**June 28-July 16, Glendive**—Dawson College, Aerospace Course for Teachers.

**July 4, Jordan**—Fly In Breakfast, sponsored by the Garfield Sky rider Hangar, held in conjunction with Sky rider Fourth of July Celebration. Rodeo—fireworks followed by dancing sponsored by the VFW.

**July 5-8, Powder Puff Derby**—25th Jubilee Derby of the Ladies 99's.

**July 5-16, Helena**—Carroll College, Aerospace Course for Teachers.

**July 10—Conrad to Boulder.** Montana Flying Farmers and Ranchers Fly-In. Conrad (visit the Missile Installation) and on to the Diamond S Ranch at Boulder for overnight. Members and Non-Members are urged to attend.

**July 11, Plentywood**—Fly-In breakfast and Air Show at Sherwood Airport. Breakfast 7:00 a.m.-11:00 a.m.—Air Show at 10:00 a.m.

**July 11, Canadian Forces Base Moose Jaw,** Bushell Park, Saskatchewan, Canada—Air Show and Aviation Exposition which will include the civilian aerobatic displays by Al Pietsch, Bob Hoover, the Fornoffs and Scotty McCrae. (See article).

**July 18, Philipsburg**—Airport Dedication (Rain date July 25).

**July 22, Malmstrom Air Force Base, Great Falls**—Open house. USAF Thunder Birds and the Golden Knights, the U. S. Army parachute team.

**July 24-25, Sun River, Oregon**—Western Flight Roundup sponsored by the Oregon, Montana, Washington and Utah Pilots Associations. For information contact Harold Wolfstone, 417 Northeast 81st, Seattle, Washington 98115.

**September 9, 10 & 11—Helena.** Annual meeting of the International Northwest Aviation Council. Headquarters will be the Colonial Motor Hotel. Hugh "Bud" Kelleher, Helena Airport Manager, was elected Convention Chairman. The meeting, originally scheduled for Kelowna, B. C., was moved to Helena due to illness of the Canadian Chairman.

**September 21-23, Minneapolis, Minnesota**—24th Annual Meeting

and Convention of the NBAA. Headquarters, Minneapolis Auditorium and Convention Hall.

**October 3-8, Las Vegas, Nevada**—1971 AOPA Plantation Party and Industry Exhibit.

## CANADIAN AIR SHOW/EXHIBITION

The Canadian Forces Base Moose Jaw is hosting an Air Show and Aviation Exposition on Sunday, July 11th. The Air Show/Exposition will be held in conjunction with the Saskatchewan Homecoming '71. Included in the Air Show schedule are a military display and aerial demonstrations—civilian aerobatic displays by an array of professionals including Al Pietsch; Art Scholl, member of last year's World Championship Aerobatic Team; the father and son team, the Fornoffs; and Scotty McCrae, aerobatic glider pilot.

There will be a Fly In of over 65 Canadian military aircraft and a number of American military jet aircraft, arriving from Manitoba, Saskatchewan and Alberta, Canada, and several U. S. States.

On Saturday, July 10th, an Aviation Medicine and Flight Safety Symposium will be held commencing at 9:00 a.m. Leading Canadian aviation and medical authorities will handle the discussion periods. All attending will have the opportunity to fly the "Tutor" simulator of a jet trainer.

### SUNDAY SCHEDULE

Pancake Breakfast—9:00 a.m.-11:00 a.m. Gates open to the public—10:00 a.m. There will be an industrial display and static aircraft display.

11:00 a.m. CST—All aircraft are requested to be on the ground by this time.

AIR SHOW—1:00 p.m. until 4:00 p.m.

A full evening of entertainment has been planned. All mess halls will be open to the Fly In pilots and the meet participants for a barbecue.

Invitations will be forwarded to all Montana aircraft owners by the Homecoming Air Show Committee. NOTE: For Montana pilots wishing to enter Canada and make their Customs stop at West Poplar, the airstrip at West Poplar is being regraded in time for the Air Show visitors. There is no Unicom available at the airstrip.

## AIRPORT NOTES



By Worthie M. Rauscher  
Deputy Director

**Great Falls**—The City of Great Falls has been notified by the Rocky Mountain Region of the Federal Aviation Administration that federal funds in the amount of \$1,006,473.00 has been made available for a project to lengthen and strengthen Runway 3/21 on Great Falls International Airport. The sponsor's share of the project is \$892,891.00, for a total project cost of \$1,899,364.00.

**Butte**—The Silver Bow County Airport Commission has been notified by Rocky Mountain Region of a federal grant in the amount of \$378,243.00 for an overlay project on Silver Bow County's air carrier runway. The total anticipated project is to cost \$713,800.00.

**Chester**—Bids were opened on June 4, 1971 on a pavement overlay project for Liberty County Airport at Chester, Montana. The apparent low bidder was Laas Construction Company with a bid of \$85,357.25. The Liberty County Airport project will be the first general aviation airport project to be constructed with ADAP funds.

**Sidney**—The Sidney H-marker has been placed into operation at its relocated site on the Sidney-Richland Municipal Airport. It is operating on 359 KHz with an ident of SDY, public use VFR. The paper work is now being processed to make this a public use IFR facility and it is hoped that the approach procedures will be published within 60 days.

**Hamilton**—The Hamilton H-marker has been placed into service as of Saturday, May 29, 1971, operating on 410 KHz, with an ident of HMM, public use VFR. It is anticipated that this station will eventually become a public use IFR facility.

**Fly to enjoy living—Live to enjoy flying!**



## PARACHUTING MEET COMPLETED



Left to right: Kathy Breitenbach, Thompson Falls, Treasurer of the local Club shown after just completing her jump; Al McGuigan, Thompson Falls, assisting Kathy with her chute (Al is an FAA rigger for the local Club, Instructor and Safety Officer); looking on is H. C. Commers, President of the local Club.

As reported in the April/May newsletter, the Northwest Sport Parachute and Aviation Club Meet held in April could not be completed due to wind conditions, however, they were able to complete the event in May. Forty-two contestants competed in the event. Five of the contestants were from out of state.

Following is a list of the first place winners in the various events:

Team Accuracy—Thompson Falls.

Accuracy - Jr. Men—Lex Herndon, Missoula.

Accuracy - Jr. Ladies—Sherille Cyr, Missoula.

Accuracy - Sr. Men—Bob Murray, Missoula.

Accuracy - Open Event—Roy Baldwin, Spokane, Wash.

Over All - Ladies—Kathy Breitenbach, Thompson Falls.

Over All - Men—Al McGuigan, Thompson Falls.

Al McGuigan, Meet Director, stated that the Club was looking forward to holding a meet next year and due to the information and experience gained by this year's event, feel they will have a bigger and better one in 1972.

### WESTERN FLIGHT ROUNDUP

**July 23, 24 & 25**

Everyone is Welcome to the 1971 Western Flight Roundup! Sunriver, Oregon.

## CONGRATULATIONS



### FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

#### PRIVATE

Smith, Kenneth E.—Olive  
Haverlock, James J.—Williston, N.D.  
Greenwood, Jean M.—Sidney  
Day, William M.—Glendive  
Erekson, Robert L.—Billings  
Fachner, Jerome O.—Wolf Point  
Peters, Ronald E.—Helena  
Moodie, David L.—Lewistown  
Bertus, Cleston A.—Lewistown  
Olson, Melvin K.—Bowman, N.D.  
McCrum, Samuel B.—Billings  
Keeland, Charles F.—Billings  
Hansen, Richard E.—Gildford  
Snyder, Laurence R.—Shelby  
Johnson, Jerald A.—Missoula  
Young, Stephen S.—Lakeside  
Smith, Wilson B.—Missoula  
Hunt, Roger L.—Columbia Falls  
Unruh, Russell S.—Chinook  
Sands, Thomas E.—West Glacier  
Cloud, Charles T.—Butte  
Putman, Karl A.—Great Falls  
Stalnaker, Lawrence C.—Kalispell  
Smith, Larry D.—Whitefish  
Booth, Stanford J.—Wagner

George, Ellis D.—Great Falls  
Croghan, Dwight E.—Great Falls  
Cullen, Jack T.—Butte  
Koehler, Charles B.—Great Falls  
Walz, David M.—St. Louis Park, Minn.

#### COMMERCIAL

Hosen, Frederick E.—Billings  
Laughton, Gareth J.—Sheridan, Wyo.  
Petrick, Philip O.—Sidney  
Roth, James M.—Great Falls  
Roppe, Neil T.—Turner  
Graf, Harold L.—Fairfield  
Preston, Leslie J.—Great Falls  
Parkinson, Thomas H. II—Great Falls  
Heishman, Carl D.—Great Falls

#### ATP (ATR)

Larson, Marvin R.—Bynum

#### MULTI-ENGINE

Carver, Russell D.—Worland, Wyo.  
Larson, Marvin R.—Bynum  
Steffick, James A.—Helena  
Gustin, Keith J.—Kalispell

#### INSTRUMENT

Lund, Ronald M.—Billings  
Wilkinson, Joe M.—Billings  
Schaumann, Robert K.—Newark, Del.  
LeClair, Martin—Billings  
Anderson, Harvey D.—Greybull, Wyo.  
Schaak, Adolph D.—Billings  
Moilanen, Daniel A.—Butte  
Andersen, Charles E.—Butte  
Burns, Robert D.—Great Falls  
Ballou, Monte D.—Bozeman  
Murphy, Larry W.—Great Falls  
McKenzie, William R.—Philipsburg

#### FLIGHT INSTRUCTOR

French, Larry D.—Miles City  
Perrine, Michael R.—Columbia Falls

#### ADVANCED GROUND INSTRUCTOR

Fulkerson, David G.—Plentywood  
Beardsley, Albert R.—Glasgow  
Fredrickson, Clyde H., Jr.—Hamilton

#### AIRFRAME MECHANIC

Inman, Jack L.—Thompson Falls  
Sudan, Billie P.—Bigfork

#### POWERPLANT MECHANIC

Lemon, Marvin A.—Wilsall  
Perino, Danny—Great Falls  
Crawford, Jim N.—Livingston  
Ballou, Monte D.—Bozeman  
Tuma, Richard W.—Cut Bank  
Hansmann, Roy R.—Pendroy

**Basic VFR Minimums:** Those weather conditions under which a chicken can clear a low fence while maintaining satisfactory forward visibility.



## MONTANA PILOTS INVITED TO WYOMING SEMINAR

Montana pilots are invited to attend a Safety Seminar and Fly-In on July 9 and 10 in Cheyenne, Wyoming. Sponsored by the Cannon Aeronautical School, the Seminar will be held from 8:00 a.m.-5:00 p.m. on Friday. Fly-In breakfast 8:00 a.m.-10:00 a.m. on Saturday followed by Tours of the School, static displays and films of the 747.

## AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**  
"Glasgow Student—Award Winner"

On the weekend of May 7-9 finals of the fourth annual Youth in Aviation Awards Program were conducted in Helena.

Owen Gard of Glasgow was selected as the top student. This marks the second time in four years that Glasgow students of Mr. Francis Irle have taken honors. It was appropriate that Mr. Irle was able to join the students on their visit to Helena and attend the awards banquet. Owen receives a private pilot scholarship and has already commenced his training.

The other twelve finalists who competed in Helena and will receive ten hours flight instruction scholarships which should lead to solos were: Jim Nichols, Billings Central Catholic High School; Charles Caron, Billings West High School; Dale Falk, Bozeman High School; Craig Ehlert, Cut Bank High School; Mark Ruzyla, C. M. Russell High School, Great Falls; Daryl Huestis, Great Falls High School; Daniel Harding, Helena High School; Chuck Cummings, Flathead High School, Kalispell; Chad Purinton, Red Lodge High School; Jeff Ragen, Broadwater County High School, Townsend; Tom Dwyer, Wolf Point High School; Henry Leduc, Whitehall High School. (Unfortunately Leduc was unable to compete be-



Left to right: Duane Jackson, Aviation Education Supervisor; Owen Gard, Awards Program winner; and Instructor Francis Irle.



Finalists in the Aviation for Youth Award Program, 1971.

cause of a track meet schedule conflict.)

The competing students were flown to Helena on Friday, May 7, and were returned home by aircraft on Sunday, May 9.

## CALL ENTERPRISE 673— FROM WEST

The Federal Aviation Administration provides a free phone service from West Yellowstone to the Idaho Falls, Idaho, Flight Service Station.

You May

FILE/CLOSE FLIGHT PLANS — AND  
OBTAIN WEATHER BRIEFINGS.

Ask the Operator for:

**ENTERPRISE 673**

You will be connected with the Idaho Falls Flight Service Station and the Federal Aviation Administration will be automatically billed for your call. This service is available from **any telephone** in the West Yellowstone Community!

## STATISTICS

Will your **first** accident be your  
**last** day alive?

61/37
65/22
78/18
69/18
56/19
57/31
68/19
25/5

	Accident Total	Fatalities
1964 Total .....	61	37
1965 Total .....	65	22
1966 Total .....	78	18
1967 Total .....	69	18
1968 Total .....	56	19
1969 Total .....	57	31
1970 Total .....	68	19
1971 To-Date .....	25	5

**ALWAYS FILE A FLIGHT PLAN**

## FIREFIGHTING WORK SHOP

Over 50 persons attended the two day work shop on new techniques of battling airport and aircraft fires held recently in Butte, Montana. The workshop was conducted by the Silver Bow County Airport in conjunction with the Department of Public Instruction. John Horn from the Department of Public Instruction, conducted the sessions. Mr. Horn was assisted by Frank Kinsella, Airport employee; Butte Firemen, Captains Bill Angove, Tauno Murto and Dick Tretheway.

The crew demonstrated the dous-

ing of burning grass with streams of foam in addition to films, lectures and demonstrations of firefighting techniques on the new modern aircraft.

Attending the workshop were representatives of the U. S. Forest Service, Montana Aeronautics Commission, a number of airports in the state and the Montana Air Guard.

Airport Manager Art Korn and Instructor Horn both expressed their appreciation and pleasure at the size of the turn out for the first workshop of its kind to be held in Montana.



**TOWER**

## OPERATIONS

APRIL, 1971

	Total Operations	Instrument Operations
Great Falls	10,467	1,569
Missoula	7,990	555
Billings	7,600	1,901
Helena	4,572	546

MAY, 1971

Great Falls	10,058	1,594
Missoula	9,163	488
Billings	8,300	1,742
Helena	4,172	514

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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